

WM. PETERMAN, of New York City is an expert authority on VERMINCIDES

We sell his

Roach Food15c and 25c
Ant Food15c
Moth Food15c
Bedbug Discovery, in large
cans15c and 25c

Vermin like these "Foods,"
and it's sure death.

THE MISCH PHARMACY

We deliver free.
Phone 385.

Always Ask for "NEVER-RIP" OVERALLS

They are made in Ogden and
are sold by every dealer in
Ogden.

GROWTH OF INDUSTRIES

Washington, D. C., July 18.—Statistics for the iron blast-furnace industry in the United States for 1909 are presented in detail in a bulletin soon to be issued by Director Harris of the Bureau of the Census, Department of Commerce. It was prepared under the supervision of Wm. M. Stewart, chief statistician for manufactures.

The blast-furnace industry in the United States in 1909 employed 38,429 wage earners, to whom \$24,895,530 was paid in wages. The value of the products was reported as \$391,429,283, but the cost of materials (including the large item of fuel cost) was \$320,637,585, equal to 81.9 per cent of the value of products. The processes in the industry are comparatively simple and the value added by manufacture is relatively much less than in most other industries.

The production of all kinds of pig iron during the census year 1909 amounted to 25,651,798 tons as compared with 16,623,628 tons in 1904 and 14,447,791 tons in 1909, an increase of 54.3 per cent for the period 1904-1909 and of 15.1 per cent for the period 1909-1910. For the decade the increase was 11,204,007 tons, or 77.5 per cent. During the decade there was, however, a decrease in number of establishments and of wage earners.

The average cost of materials per ton of pig iron in 1909 was \$12.50, or 81.9 per cent of the average value per ton of pig iron produced (\$15.12), whereas in 1904 it was \$9.10, or 63.6 per cent of the value of the pig iron (\$14.29).

There has been an increase in the average annual pig-iron product per wage earner from 265 tons in 1899 to 368 tons in 1909. The average tonnage per wage earner for the largest plants is much higher. The 13 establishments producing over 500,000 tons of iron employed 9,195 wage earners in 1909 and reported an out-

put of 10,354,146 tons of iron, or an average of 1,128 tons per wage earner. During the period of 40 years since 1870 the population of the country increased 138 per cent, while the pig-iron production increased 1,300 per cent.

Pennsylvania's Output.
More than two-fifths of the pig-iron product of the country is produced in western Pennsylvania, eastern Ohio (not including counties bordering on Lake Erie), and the Panhandle of West Virginia. This district reported, in 1909, 105 active furnaces, which produced 10,677,527 tons of pig iron, or 41.6 per cent of the total output of the country. The ores used are almost exclusively from the Lake Superior district, coming down the western Lakes Erie ports, and thence being transported by rail to the furnaces. Although Pennsylvania is far in advance of all competitors, the blast-furnace industry increased much less rapidly, proportionately, between 1899 and 1909 in that state than in either New York, Illinois, Michigan or Ohio.

Other important districts, in which cheap freights on ore and fuel meet, consist of the counties bordering on Lake Erie and the southern end of Lake Michigan. The Lake Erie district, comprising parts of Michigan, Ohio, Pennsylvania and New York, reported 34 furnaces, which produced 3,387,995 tons of pig iron; and the district bordering the southern part of Lake Michigan, including counties in Wisconsin, Illinois and Indiana, reported 34 furnaces, with an output of 3,288,167 tons. All of these establishments in this region use Lake Superior ores.

In the industry as a whole the largest number of wage earners employed during any month of 1909 was 46,727, for December, and the smallest number, 33,458, for April. In the majority of the states the maximum number was employed in December and the minimum number in the spring or early summer months.

The operation of a blast furnace is necessarily continuous, and most furnaces operate with two 12-hour shifts and work seven days a week. Of the total number of wage earners, 31,729, or 82.6 per cent, were in establishments where the prevailing hours were over 72 per week, and 1,304, or 3.4 per cent, in establishments where they were 72 per week. No establishments reported their prevailing hours of labor as 54 per week or less.

Character of Ownership.
Only 12 establishments in the blast-furnace industry, or 5.8 per cent, were owned by individuals or firms in 1909, and the value of the products of such establishments was only \$4,315,532, or 1.3 per cent of the total. The business is one of large units, and is mainly in the hands of corporations.

In 1909, 86 of the blast-furnace establishments, or 41.3 per cent of the total number, reported products valued at \$1,000,000 or over, as compared with 49, or 25.3 per cent of the total, in 1904. While these establishments represented a minority of the total number reported, they reported 85.3 per cent of the total value of products and 86.1 per cent of the pig-iron tonnage in 1909, and 74.8 per cent of the value of all products and 73.6 per cent of the pig-iron tonnage in 1904.

The average number of wage earners per establishment was the same (185) in 1909 as in 1904, but during this five-year period the average value of products per establishment increased from \$1,220,120 to \$1,881,872, a 54.2 per cent increase. The average value added by manufacture from \$278,320 to \$340,343, or 22.3 per cent. The average output of pig-iron per establishment increased from 79,921 tons in 1904 to 123,326 tons in 1909.

The consumption of iron ore by blast furnaces in 1909 was 48,353,677 tons. The quantity used increased 50.6 per cent during the decade 1899-1909, as compared with an increase of 68.9 per cent from 1889 to 1899, and 131.9 per cent from 1879 to 1889. The consumption of foreign ore more than doubled during the period 1904-1909.

Foreign amount of iron ore shipped by mines in this country in 1909, as reported by the mines, was 50,521,208 tons (including ore used by furnaces adjoining the mines). The consumption of domestic ore by the blast furnaces was 46,606,930 tons, and that by the steel works and rolling mills 33,396 tons, making a total consumption of 47,429,226 tons. The difference between production and consumption, approximately 3,000,000 tons, represents increase in stocks at the mines, the lake ports, and the furnaces, together with exports, which amounted to 465,334 tons.

SOLD SHERIFF BEER.
Bingham, July 16.—K. Sakiguchi, a Japanese boarding house keeper of Upper Bingham, sold Sheriff Andrew Smith, Jr., a bottle of beer shortly after noon today and two hours later paid a fine of \$50 for selling liquor in dry territory. After purchasing, Sheriff Smith searched the premises and seized eighty-six bottles of beer, several bottles of wine and some bottled whiskey.

ANOTHER BOOZE CASE.
Bingham, July 16.—George R. Chatle and Pete Lavara, arrested two weeks ago at Highland Boy for violating the state liquor laws, appeared before Justice of the Peace E. E. Dudley today and obtained a change of venue. The case was set for hearing next Tuesday before Justice of the Peace J. J. Williams of Midvale.

ASSESSMENT NOTICE.
Stockholders of the Overland Mining and Milling Company, attention! At a meeting of the board of directors held in Ogden City, Utah, May 29, 1913, an assessment of one mill per share was levied against the capital stock of the corporation, the same payable immediately to the Secretary, at 674 23rd street, Ogden, Utah. If not paid on or before July 10, 1913, the stock will be advertised as delinquent and if not paid with costs of advertising on or before July 25, 1913, sufficient shares thereof will be sold at public auction, 674 23rd street, at 3 o'clock p. m., of that day, to pay delinquency, cost of advertising and expense of sale.

E. M. CONFOY, President
O. W. HESTMARK, Secretary
First publication, June 12, 1913.
Last publication, July 25, 1913.

AUTOS CAUGHT ON MIDLAND TRAIL

Green River, July 16.—At the Utah state line today the Indiana auto tourists were separated in the great desert and almost half of the party left twenty-five miles behind. Because a thunder storm filled the arroyos, the cars were unable to cross the raging torrents. Eight cars were compelled to remain in the little city of Thompson.

The Marion car carrying the tour chairman and his party was the last to arrive here and it was only after the hardest kind of work that it succeeded in pushing through the desert. Leaving Thompson two minutes ahead of the pathfinders, the Marion beat them across the large arroyo which held the others back. The rain kept falling in torrents and within five miles of Thompson a second canyon filled with a rushing flood.

No time was lost in making up minds on the best thing to do. It was decided to take a chance at crossing and the chance proved worth while. Tying a steel cable to the car, the arroyo and when the car put on full power helped pull it through. The operation was made in the nick of time for a moment later the stream was twenty feet wide and almost three feet deep, with the current becoming swifter every minute. The party did not start this city until 9 o'clock mountain time and finished the run in the dark.

Two cars were sent out to relieve the stranded tourists, but were unable to reach Thompson. A telegram from the little place announced that they would remain there for the night and start on their journey tomorrow morning and meet the other half of the party here.

Those who got through will wait the arrival of the others before beginning the run to Price. The latter city has been chosen as the night control instead of Provo on account of road conditions and the fact that the tourists will get a late start. Almost the whole of the journey will be made through canyons and it is expected that the going will be rather rough.

Today's trip was the most strenuous of the entire run since leaving Indianapolis July 7. Rain and tourists started from Grand Junction at the same time and the road turned to the steepest kind of gumbo. Several of the cars slid over into the ditches and had to be pulled out. Often they would go in up to the hubs and in one instance a block and tackle was used to pull a car out.

Real Start Into Desert.
When the tourists reached Mack, on the Colorado-Utah line, the rain ceased and the real start into the desert began. It was the first real taste of hard going and the first time the drivers found that they could not make speed. An eight-mile an hour average proved fast and the terrific heat of the sand caused the cars to heat.

And stretched about the party for miles and the only growth was sage and mesquite. For forty-three miles the party saw no trace of human habitation and was forced to look on unsightly stretches of the gray expanse of the desert. The great part of the road lay over an abandoned railroad grade and the going was exceedingly rough. The sand and alkali dust was five or six inches deep and was thrown in the faces of the tourists by their own cars. The alkali dust on the hands and faces of the Hoosiers proved uncomfortable. The same kind of road is promised for tomorrow, as while the run will be made, the majority feel that a sprinkler run before the tourists might do much to allay their fears for an uncomfortable day.

No drawing was made for the official pacemaker for tomorrow's run, as Chairman White decided to wait the arrival of the cars at Thompson. On their arrival the lineup will be chosen and every car will try to keep its place throughout the eighty-mile run. The run today showed the spirit of fairness for which the Indiana automobile manufacturers are noted. Whenever a car went into the ditch or needed assistance in deep sand when sliding from the trail, competitors' cars were always ready with a helping hand or the members of the party would get out and push.

BUFFALO BILL ON THE TRAIL

This City Will Soon Resemble a Western Frontier Camp.

Once again Ogden will come into its own as the Great Chief of the pale faces is on the trail, and on Tuesday, July 29, we can pay homage to the only Buffalo Bill in his, this season's new role in the public arena, at the head of his big Wild West exhibitions. Besides the big battle scenes that will be fought over again between the Redmen, pioneers and U. S. cavalry, as they were when Buffalo Bill and Pawnee Bill were on the early frontier trail, and the Indian Sacrificial ceremonies, war dances and games, the ranch and range sports of those rugged sons of the Golden West, the cowboys there have been many novel cities added, and little of recognized merit in the world of distinctive diversion will be found missing in the 1913 edition of this great American amusement institution.

A few of the exceptional features winning glowing comment from the press in the cities visited for their unusually interesting originality and sensational character are the intricate field maneuvers, patriotic flag drills and wall scaling competitions presented by a full troop of Boy Scouts; Prof. Gruber's wonderful imitation of diversified animal intelligence into perfect harmony and hu-

EQUAL SUFFRAGE A MISTAKE, SHE SAYS



Lucy Price.

Miss Lucy Price has come to be one of the country's principal opponents of woman suffrage. She first came to notice in Ohio when her clever work in the campaign against votes for women had much to do with the defeat of the suffrage polls. Then anti-suffrage leaders imported her to Washington, to Connecticut and to New York. She is scheduled now to do campaign work in various states where suffragists have brought their measure to an issue.

man accord, introducing his famous elephant, horse, pony and dog actors in the same display; Miss Rose Wentworth and her racing and saddle riding bucking buffalo; the only full blooded specimens of these animals ever trained to anything approaching obedience; and the new game of thrills, chills and spills, Auto-Polo, and it will thrill the most blasé, it will send cold chills, through the warmest blood to see these reckless drivers literally bounding about the arena in pursuit of the elusive polo ball, at the top most speed of their high powered cars, and as for spills, well, that seems to be a regular part of the game, for collisions are necessarily frequent and turnovers are often the result, and up to date it's been the mecca of the lover of dare-devil stunts and will probably remain so for a long time to come.

EXPORTS OF MANUFACTURERS

Washington, D. C., July 16.—More than 100 million dollars' worth of the products of the forests of the United States are sent out of the country in the fiscal year just ended, against less than half that sum in 1903, a decade ago, according to official figures of the bureau of foreign and domestic commerce. The total value of wood and manufactures thereof exported during the fiscal year 1913 amounted to approximately 120 million dollars and the bulk of this was in a crude or semi-manufactured form. Hewn and sawed timber amounted to approximately eleven million dollars for the year; boards, deals, and planks, over 60 million and shooks and staves over 12 million; while the higher grades of manufactures, such as doors, sash, blinds, trimmings, woodwork, and furniture formed little more than 10 per cent of the total exports of wood and manufactures thereof. These figures of forest products exported do not include "naval stores" (tar, turpentine, and rosin), of which the exports amount to over 25 million dollars annually.

Pine and oak are the principal classes of timber being sent out of the country. Of the approximately 120 million dollars' worth of wood and manufactures thereof, exported in the year just ended, 37 million dollars' worth was oak. Of that going out in the more complexly manufactured form, furniture amounted to approximately 7 million dollars.

The whole world seems to be demanding the products of the American forests. The oak lumber exported in 1912, for which full details are available, was distributed to a dozen countries in Europe, about 20 countries in North and South America, and in larger quantities to Asia, Oceania, and Africa. The other classes of lumber exported went to more than 75 countries and colonies, including a score of countries in Europe; more than a score of countries in North America; practically every country in South America; a dozen countries in Asia; a dozen islands in Oceania; and various countries and colonies on the eastern, western, and northern coasts of Africa.

Shooks and staves ready for use in making boxes or barrels find a wide distribution, and aggregate about 12 million dollars' value in the exports of 1913. Box shooks go in large quantities to the countries and islands of North America and in considerable quantities to South America, Asia, and Oceania; while Europe was by far the largest purchaser of the approximately 6 million dollars' worth of staves exported. Doors, sash and blinds go largely to British territory, the United Kingdom, Canada, British West Indies, Australia, and British South Africa; though Argentina, Mexico, Cuba and Santo Domingo are limited purchasers of this class. American furniture is also very widely distributed, going to more than a score of countries in Europe, an equal number of countries and islands in North America, every country in South America, 20 countries and colonies in Asia, a dozen in Oceania, and more than a dozen countries, colonies and dependencies in Africa.

TWO PARTIES LOOK FOR ROBBERS; FIGHT PISTOL DUEL

Boise, Ida., July 16.—As a result of robbery of a liquor store in Glenns Ferry Tuesday night, two parties searching for the robbers fought a pitched battle in which one man was

badly hurt, while the robbers made good their escape.

The robbery took place in the liquor department of the Glenns Ferry Mercantile company. Harry Evans, the bartender, and three others were in the place at the time. The robbers, all masked, lined Evans and the other men up against the wall, two keeping them covered with guns while the third went through the cash register, securing \$46. The robbers then marched the bartender and his three patrons out of the place and ordered them to the freight depot, where they were forced to crawl through a small hole and under the platform. After closing up the hole and imprisoning the men, the robbers made their getaway.

Evans and his three companions succeeded in getting out from under the platform and at once notified the night watchman W. G. Corker, accompanied by Henry Bunge and a man who has been employed at the Davis ranch, all well armed, started up the track to search the train. Evans conceived the same idea, accompanied by Charles Sumner, went on a like mission. The two searching parties met along the railroad track and in the dark failed to recognize each other. Watchman Corker, supposing that he had encountered the robbers, ordered Evans and Sumner to hold up their hands. In reply the two men opened fire. Every member of the two parties took part in the shooting and kept it up until their ammunition gave out. The only one injured in the affray was the man employed on the Davis ranch, who received a wound in the arm. The blunder was not discovered till the parties returned to town.

HARRIMAN LINES CHIEFS' MEETING

Salt Lake, July 17.—Baggage cars, chair cars and coaches for the seven railroads included in what is known as the Harriman system, will, when constructed in the future, be seventy feet in length, instead of sixty feet, which has been the standard length for years.

This was decided on yesterday at the closing session of the convention of operating, purchasing and engineering representatives of the Harriman lines, which began here Monday.

Standardization, which was the work of the convention, it is estimated will enable the roads to get their new equipment cheaper and will facilitate the work of repairing equipment when it is damaged on the other roads.

W. L. Park, vice president of the Illinois Central, and Charles Ware, general manager of the Union Pacific, left yesterday afternoon for their headquarters over the Oregon Short Line. C. F. Parker, vice president of the Illinois Central, took his family to California on a pleasure trip. Ernest Stenger, general manager of the St. Joseph and Grand Island, left for his home over the Denver & Rio Grande.

Today W. H. Bancroft, vice president and general manager of the Oregon Short Line, W. V. S. Thorne, vice president of the Union Pacific, H. C. Nutt, general manager of the Salt Lake Route, and E. C. Manson, assistant general manager of the Oregon Short Line, Mr. Thorne, accompanied by his family, will tour the park. Mr. Nutt will look over the country between here and the park, and Mr. Bancroft and Mr. Manson will be escorted. Mr. Nutt, Mr. Bancroft and Mr. Manson will return here within a few days.

Others who have attended the meetings will return to their respective headquarters today or tomorrow. Those here during the last three days are:

Of the Union Pacific—W. V. S. Thorne, vice president; H. E. Adams, consulting engineer; Charles Ware, general manager; C. E. Fuller, assistant general manager; R. L. Huntley, assistant general manager; W. D. Lincoln, assistant general manager; A. H. Peters, mechanical engineer; W. S. Basinger, general passenger agent; G. C. Smith, purchasing agent; J. K. Stafford, general storekeeper; F. W. Pfeiffer, signal engineer; W. M. Jeffers, superintendent.

Of the Oregon Short Line—F. H. Knickerbocker, assistant general manager; J. F. Dunn, assistant general manager; Carl Stradley, assistant general manager; G. H. Robinson, assistant general manager; D. E. Burdick, general passenger agent; D. S. Spencer, assistant general passenger agent; A. A. Martin, general storekeeper; W. S. Anderson, car service agent; F. W. Newcomb, signal engineer.

Of the Oregon-Washington Railroad & Navigation company—M. J. Kiley, assistant general manager; J. P. Graham, assistant general manager; G. W. Boeschke, assistant general manager; A. C. Martin, assistant general passenger agent; R. Koehler, purchasing agent; U. K. Hall, general storekeeper; A. S. Hering, car service agent; J. A. McKee, signal engineer.

Of the Salt Lake Route—H. C. Nutt, general manager; F. E. Davis, superintendent; machinery.

Of the St. Joseph and Grand Island—Ernest Stenger, general manager; W. G. Simonds, purchasing agent.

Of the Illinois Central—W. L. Park, vice president; C. F. Parker, vice president; A. S. Baldwin, chief engineer; R. W. Bell, general superintendent; Missouri Pacific; J. M. Barrowdale, superintendent; car department; W. O. Moody, mechanical engineer; L. P. Streeter, airbrake engineer; E. W. Janson, electrical engineer; W. H. Vandervliet, signal engineer.

MOFFAT ROAD GIVES FIGURES

Craig, Colo., July 16.—According to the survey of the Moffat road, figures of which have just been given out, the actual distance from Denver to the state line will be 340 miles, a saving of 14 miles in crossing the state. From the state line to Salt Lake there will be an additional saving.

THE MAIN THING.

Ted—Cheer up, old man! Absence, you know, makes the heart grow fonder.

Ned—What's worrying me is that I'm not just as that it's having the same effect on the girl—Judge.

BEWARE OF THE PRICE CUTTER

for he who cuts the price is willing to cut the quality to equalize the price.

GET OUR PRICES and examine our stock before placing your order.

Our prices with quality furnished will save you money.

Badger Coal & Lumber Co.

Cor. 21st and Wash.

Phone 865

STATE NEWS

MRS. CHOULES IS REMOVED.

Provo, July 16.—Mrs. Elizabeth C. Choules, city treasurer of Provo, was summarily removed from office by unanimous vote of the city commissioners, at their meeting tonight. Mrs. Elizabeth P. Meldrum was appointed to fill the vacancy thus caused.

Mrs. Choules, a widow for several years, is ill at Heber City with an infant less than a month old, to the paternity of which Thomas Farrer, a deputy in her office, has confessed. No complaint has as yet been issued against Farrer, owing to the critical condition of Mrs. Choules.

COMPLAINS OF TYPHOID.

Provo, July 16.—Deputy Sanitary Inspector Jordan, on the staff of the state board of health, spent the day in Provo investigating sanitary conditions of the city, finding them highly satisfactory, with the exception of a few cases of typhoid which had not been reported to the state board. Mrs. Robinson and Taylor were consulted with regard to the presence of typhoid in the city and expressed the opinion that it was due to the turning into the mains about three weeks ago of water from the Provo river at a time when the city's supply ran low.

"TRUSTY" PRISONER FLEES.

Provo, July 16.—A Rice, one of the I. W. W. prisoners who was given a seventy-five day sentence in the county jail for the part he took in the recent strike at Tucker, escaped from the officers today. Rice was out as a trusty assisting the janitor in cleaning up the courthouse lawn. The janitor's attention was called to another part of the yard from where they were working, and while gone the prisoner made his escape. Sheriff East and his deputies are searching the vicinity.

CHAUTAUQUA FOR PROVO.

Provo, July 16.—H. W. Arnold & Co., "limited," of Boise, Idaho, are in Provo, and have just completed arrangements with W. M. Wilson, lessee of the Geneva resort, for the holding of a two weeks' Chautauqua during the month of July, 1914. This will be one of several Chautauqs that will be held in the west during 1914, when prominent lecturers and educators will visit the west in the interests of the society.

FALLS DOWN SHAFT.

Eureka, July 16.—Richard Reath, a miner, 48 years old, was instantly killed Tuesday afternoon at the Gold Chain mine at Mammoth, when he attempted to get off the cage at the 300-foot level. He was caught in the shaft timbers and dropped at least 1000 feet from the tunnel to the bottom of the shaft. Nearly every bone in his body was broken by the fall. In company with another miner named Parker, Reath stepped on the cage to go to lunch, shortly after 1 o'clock. Just as Parker gave the sig-

nal for the engineer to hoist the car, Reath stepped off and was evidently caught in the timbers. His companion did not miss him until the top of the shaft was reached.

Rundle was well known here, having worked in the mine for ten years. His wife died about a year ago and he placed his two young children in a Salt Lake orphanage.

TY COBB IN NEW SERPENTINE POSE



Tyrus Cobb.

Here is a picture of Tyrus Cobb in his latest serpentine pose. You have seen other pictures of Ty before. He is considered to be the best ball player in our country.

Alaska for \$66

(11 Days)
Excursion steamships leave Seattle 9 P. M. June 20, July 2, 8, 14, 20, 26, Aug. 1, 7, 13, 19, 25, via Inside Passage; Berth and Meals included in fare; see Clatsop, Indians, Totem poles, Fiords, Forests, Snow-capped Mountains, An ideal vacation voyage. Ask for special folder.
Reservations now on sale
PACIFIC COAST STEAMSHIP CO.
Los Angeles, 840 So. Spring Street
San Francisco, 653 Market St. (Palace Hotel)
Seattle, 113 James Street

KODAK

An out of doors scene awaits you with a KODAK. It's the little, intimate, everyday scenes that make up the home story we would like to keep. We are particularly able to serve and advise you in the selection of a KODAK. Our long experience has taught us the Kodak business from A to Z. Our two dark rooms are at your disposal, or we will gladly demonstrate developing of films and printing to you, free of charge. If you do not care to finish your pictures yourself, our finishing department is unexcelled for good work and promptness.

Phone 1123-W.

T. S. HUTCHISON

306 25th Street

OGDEN STATE BANK

CAPITAL & SURPLUS
\$225,000.00

SOUNDNESS

The careful manner in which the affairs of the Ogden State Bank are conducted under all circumstances makes for soundness and strength.

The best interests of depositors and the unquestioned safety of their funds are the first consideration of our directors and officers.

We cordially invite you to make this bank your depository.

4% PAID ON SAVINGS
COMPOUNDED QUARTERLY

Independent Meat Company

2420 Wash. - FREE DELIVERY - Phone 23